

## **AMENDMENTS TO THE SPECIFICATION**

Please replace the paragraph under Cross Reference at Page 1, Lines 5-1 with the following paragraph rewritten in amendment format:

This application takes priority from, and is a divisional of, then co-pending United States Patent Application Serial No. 09/416,583 filed October 12, 1999, now USPN 6,528,191 issued on March 4, 2003. This application also discloses subject matter which is disclosed and claimed in co-pending United States Patent Application Serial No. 09/358,080, Attorney Docket No. H-202971, filed on July 21, 1999, now abandoned, in the names of David J. Hart-Predmore and William H. Pettit, and entitled "Methanol Tailgas Combustor Control Method," the entire contents of which are incorporated by reference.

Please replace the paragraph at Page 3, Line 20 through Page 4, Line 2 with the following paragraph rewritten in amendment format:

Fuel cell systems which process a hydrocarbon fuel to produce a hydrogen-rich reformatte for consumption by PEM fuel cells are known and are described in co-pending United States Patent Application Serial Nos. 08/975,442 and 08/980,087, filed in November, 1997, now USPN 6,232,005 issued on May 15, 2001 and USPN 6,077,620 issued on June 20, 2000, respectively, and U.S. Serial No. 09/187,125, filed in November, 1998, now USPN 6,238,815 issued on May 29, 2001, and each assigned to General Motors Corporation, assignee of the present invention. A typical PEM fuel cell and its membrane electrode assembly (MEA) are described in United States Patent

Nos. 5,272,017 and 5,316,871, issued respectively December 21, 1993 and May 31, 1994, and assigned to General Motors Corporation.

Please replace the paragraph at Page 4, Lines 3-20 with the following paragraph rewritten in amendment format:

The reforming reaction is an endothermic reaction that requires external heat for the reaction to occur. The heat required to produce enough hydrogen varies with the demand put on the fuel cell system at any given point in time. Accordingly, the heating means for the fuel processor must be capable of operating over a wide range of heat outputs. Heating the fuel processor with heat generated externally from either a flame combustor or a catalytic combustor is known. U.S. Patent Applications Serial Nos. 08/975,422 and 08/980,087 filed in the name of William Pettit in November, 1997, now USPN 6,232,005 issued on May 15, 2001 and USPN 6,077,620 issued on June 20, 2000, respectively, and assigned to the assignee of the present invention, disclose an improved catalytic combustor, and the integration thereof with a fuel cell system which fuels the combustor with unreformed liquid fuel, hydrogen-containing anode exhaust gas from the fuel cell, or both. The operating cycle depends on many factors, such as anode stoichiometry, steam/carbon ratio, electrical demand placed on the system, etc.

Please replace the paragraph at Page 14, Line 26 through Page 15, Line 2 with the following paragraph rewritten in amendment format:

Further details concerning the construction of the combustor 34 can be had by referring to pending U.S. Patent Applications Serial Nos. 08/975,422 and 08/980,087

filed in the name of William Pettit in November 1997, now USPN 6,232,005 issued on May 15, 2001 and USPN 6,077,620 issued on June 20, 2000, respectively, the entire contents of which are incorporated herein by reference.

Please replace the paragraph at Page 20, Lines 12-19 with the following paragraph rewritten in amendment format:

Further details concerning the construction and operation of the above-described fuel cell apparatus can be had by referring to co-pending United States Patent Application Serial No. 09/358,080, filed on July 21, 1999, now abandoned, Attorney Docket No. H-202971, in the names of David J. Hart-Predmore and William H. Pettit, and entitled "Methanol Tailgas Combustor Control Method", the entire contents of which are incorporated herein by reference.